

§ 1918.25

(2) Ladders shall be fitted with slip-resistant bases and/or be positively secured or held in place to prevent slipping or shifting while in use.

(3) Except for combination ladders, self-supporting ladders shall not be used as single straight ladders.

(4) Unless intended for cantilever operation, non-self-supporting ladders shall not be used to climb above the top support point.

(5) Ladders shall not be used:

(i) As guys, braces or skids; or

(ii) As platforms, runways or scaffolds.

(6) Metal and wire-reinforced ladders (even with wooden side rails) shall not be used when employees on the ladder might contact energized electrical conductors.

(7) Individual sections from different multi-sectional ladders or two or more single straight ladders shall not be tied or fastened together to achieve additional length.

(8) Single rail ladders (i.e. made by fastening rungs or devices across a single rail) shall not be used.

[62 FR 40202, July 25, 1997, as amended at 65 FR 40944, June 30, 2000]

§ 1918.25 Bridge plates and ramps (See also § 1918.86).

(a) *Bridge and car plates (dockboards).* Bridge and car plates used afloat shall be well maintained and shall:

(1) Be strong enough to support the loads imposed on them;

(2) Be secured or equipped with devices to prevent their dislodgement;

(3) Be equipped with hand holds or other effective means to permit safe handling; and

(4) Be designed, constructed, and maintained to prevent vehicles from running off the edge.³

(b) *Portable ramps.* Portable ramps used afloat shall be well maintained and shall:

(1) Be strong enough to support the loads imposed on them;

(2) Be equipped with a railing meeting the requirements of § 1918.21(b), if

³When the gap to be bridged is greater than 36 inches (.91m), an acceptable means of preventing vehicles from running off the edge is a minimum side board height of two and three-quarter inches.

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the slope is more than 20 degrees to the horizontal or if employees could fall more than four feet (1.22 m);

(3) Be equipped with a slip resistant surface;

(4) Be properly secured; and

(5) Be designed, constructed, and maintained to prevent vehicles from running off the edge.⁴

[62 FR 40202, July 25, 1997, as amended at 65 FR 40944, June 30, 2000]

§ 1918.26 Access to barges and river towboats.

(a) With the exception of § 1918.25(b)(2), ramps used solely for vehicle access to or between barges shall meet the requirements of § 1918.25.

(b) When employees cannot step safely to or from the wharf and a float, barge, or river towboat, either a ramp meeting the requirements of paragraph (a) of this section or a safe walkway meeting the requirements of § 1918.22(f) shall be provided. When a ramp or walkway cannot be used, a straight ladder meeting the requirements of § 1918.24 and extending at least three feet (.91 m) above the upper landing surface and adequately secured or held against shifting or slipping shall be provided. When neither a walkway nor a straight ladder can be used, a Jacob's ladder meeting the requirements of § 1918.23 shall be provided. Exception: For barges operating on the Mississippi River System, where the employer shows that these requirements cannot reasonably be met due to local conditions, other safe means of access shall be provided.

(c) When a barge or raft is being worked alongside a larger vessel, a Jacob's ladder meeting the requirements of § 1918.23 shall be provided for each gang working alongside unless other safe means of access is provided. However, no more than two Jacob's ladders are required for any single barge or raft being worked.

(d) When longshoring operations are in progress on barges, the barges shall

⁴When the gap to be bridged is greater than 36 inches (.91m), an acceptable means of preventing vehicles from running off the edge is a minimum side board height of two and three-quarter inches.